NEW YORK, SUNDAY, NOVEMBER 9, 1879.

AT THE BOTTOM OF THE SEA.

THE CHAMPION SINKS IN THREE MIN-UIES AFTER A COLLISION.

WIRTY-ONE OF HER PASSENGERS AND CREW GO DOWN WITH HER.

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Acrost the Octavia's Iron Bow, and then
Aruck Amidehip-Only Four of the Six-Mirach Amidentip Colly Four of the Six-teen Passengers Suveil, Many Bouthiless Going in the Bottom before they Had Time in Stack the Beck of the Champion-A Charge that the Steamer Had no Lookont, The steamship Champion of the Charles-

on line, bound to Charleston, S. C., from New fors, was sunk at sea at 3 o'clock on Friday merning, after a collison with the English ship Lady Ottavia, when thirty miles east of Cape Resionen, off the mouth of the Delaware River. of the fifty-six persons on board the steamship Champion, thirty were drowned. The Champion in her moorings at Pier 27, North River, on Thursday afternoon at 5 o'clock, and had proereded directly upon her course about 120 siles when the Lady Octavia, bound to this sty from Rio Janeiro, Brazil, came into colhaion with her. The sea was smooth, the stars were shining brightly in a sky that was almost

Section 1.0.

Se

great popularity of Capt. Lockwood was evidenced by the fact that every one who spoke of the disaster mentioned him first and with evident sorrow, and all who dwelt upon their recollections of the veteran commander spoke of him as a disable that the most careful skilful, and popular Captain in the constant service.

At 4 o'clock in the sist of massengers, sailed at the office to say that he did not go on the Chambion; that he supposed she would not sail until yesterday and that he intended to go on the next vessel despatched—the Geo. W. Clyde, Scon afterward a second despatch from the Associated Press was received.

The Passengers and Crew.

It is announced that there were fifty-four persons on board the Champion; that of the ighteen passengers only four were saved; that the first officer, Mr. R. H. Leonard, was drowned; that Capt. Lockwood, Second Officer Miller. Chief Engineer Wesley Reeve, First Assistant Engineer C. E. Bunce, six seamen, four firemen, and Catharine Cross, the stewardess, were

aved. Five of the six women were drowned.

A reference to the list of the ship's officers and crew showed that the names and titles in the despatch were correctly given. The list was as follows:

(ollows:

A.W. Lockwood, Captain,
John R. Moffert, phree.

R. H. Leoner, mare.

C. L. Strike, carpenter,
John Turknesse section,
Factories, Editante, seaman,
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person fine Janstro, Brazil, came into colpiete with her. The sea was smooth, the stars
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in the heavens, was shinted fourly three minutes
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season was at the height. The Wednesday and
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her and to back her. We were so near it was impossible to avoid the collision. A ship was bearing down upon us close at hand. She headed east northeast. We headed west soutsout west half west. She was under full sail, headed right at us. We had just set the topsall—the foretopsail, the only topsail we had. She struck us right in the bow by the cat's head, on the starboard side. She crashed right in, and stove our whole bows. I ordered the first mate to see if we were making water. Before he reported I could feel her going down. I ordered the second mate to clear away the boats. She was sinking so fast I told him to cut them away—cut everything away and let om go, and then to cut the ide rait away. By the time that was done she sank. Before she sank. I had jumped on deek sank. Before she sank I had jumped on deek and distributed the ifte preservers. I jumped into the cabin and told the ladies to come out. No one was out of the staterooms. I ran into the staterooms and told them to come out and not to mind their clothes. They were screaming. They didn't answer me. I went back to the after-deek, and stood near the main rigging. When she went down I went with her. I wasn't sucked down. I kept pear the surface. When I came up the second mate, Miller, who had climbed up on the life rift, pulled me up.

"I was thirtoen years on that ship. Before that I was on the Zmily Il. Souder two years." When I turned in at 3 o'clock I left the first officer, Mr. Leonard, in charge. After he went forward to see if she was making water, I don't know what became of him. He had been with us fourteen years. He was 48 years old, I don't know what became of him. Be had been with us fourteen years. He was 48 years old, I don't know what became of him. Be had been with us fourteen years. He was 48 years old, I don't know what became of him. Be had been with us fourteen years. He was 48 years old, I don't know what became of him. Be had been with two of the cew. The ship that ran into us saved nine with her boat. We saved the others with o

said the Captain, still breathing fast,

collision?"

"Well," said the Captain, still breathing fast, as he had all through the narrative, that's a delicate thing for me to answer. I will say that the other ship could easily have kept clear of my ship—that is, I think so."

"Were your lights all right, Captain?"

"Yes, sir."

"How about hers?"

"Well, I don't know about hers. I didn't notice how she was. There wasn't time enough."

In conclusion the Captain said that his little party of eighteen survivors were taken up the Delaware River to Pailadeiphia in the ship that sunk his vessel. They arrived at that city at 1 o'clock in the afternoon, took the 1:30 train to New York on the Bound Brook line, and arrived in this city at 4:10 o'clock.

The following list was given by Capt. Lockwood as that of the persons drowned, but in it are two seamen whose names are not known, but who were put aboard the bark and are on the way to this city with four rescued passengers whose names are not known."

E. B. Leonard, first efficer.

gers whose names are not known:

R. H. LEONARD, first officer.

J. R. Magnerst, pitters
CASPER FORENG, second assistant engineer
AMBOR F POTTS, other.
PRESENT PATELL REPRING.
MICHAEL SAVARE, SPEINAR,
MICHAEL SAVARE, SPEINAR,
ANGER WANKER, SICKER,
PRASK GARHARD, STOKER,
WILLIAM CUCKES, SICKER,
LUES EVILLY, STOKER,
ANDREW MIDDLETINS, MESS MAN,
JOHN RICHARDSON, SECOND GEOR.
DANNER, SCHEMBER, DASTEY COOK,
ANTONIO MISHAW, DASTEY MAN
PETER SARLES COLORED, SEEWARD,
LEWIS F. ANDRESSIN, SEMMAN,
JOHN ALLAN, MESS DOY,
The names Doy.

The names of the twelve passes

The names of the twelve passengers who were lost cannot be known until the four res-

Capt. James Johnston of the Lady Oc-

were lost cannot be known until the four rescued bussongers arrive.

THE LIST OF THE RESCUED.

The following is a list of the persons saved, with the exception of the two seamen and the four passengers who are in the bark:

R. W. Lockwoon, Captain,
Cars Miller, second officer,
John Flories, seamen,
Cars Miller, second officer,
John Flories, seamen,
Fried Richards, seamen,
CE Herve, Hrist assistant engineer,
Erwant Johns, Breman,
We Franch, Frieds, EDWARD JOSES Breman. We FARMALL Breman. PATRICK FLYSS, Breman. LUBE KELLY, Breman.

LUBE KWILY, Freman,
ALEX, RISES, SISSES,
ISAS: HAWNON, whist cook,
YORN FORTER, DETECT
C. THERISE CHORS, SEWARDESS,
COO. HOLLAND, WHITE,
MORE PINCESEY, WRITER, Capt. Johnston's Account of the Collision.

tavia gives the following account of the colli-"My ship arrived at the Delaware Break-

wheel to lossen the sails. The steamer did not blow her whistle or make any signal."

First Mark Ferguseon of the Lady Octavia was on watch at the time of the disaster. He says the ship left the Breakwater at 10 o'clock on Thursday morning. At midnight of that day he look charge, relieving the second first. An all the same of the Lady of the saw a green light bearing north-northeast, and hour. At about five man on the look out reported it to him. Ferguson then took out ight, burning badly, as though seemed to lave negative of the wasterning to the look of the same of the Lady of the middle of the same obscuring it. She seemed to lave negative or saw a green light bearing north-northeast, and so we minutes afterward five man on the look out reported it to him. Ferguson then took out ight, burning badly, as though seemed the lave negative or so were all the same of the look of the same sail set rather loose, but whether it was really set or not he could not tell. Coming cleser, he saw her smoke rising, then hor green side in the company of the same sail set rather loose, but whether it was really set or not he could not tell. Coming cleser, he saw her smoke rising, then hor green side in the sound of the condition of the conditio

made all possible despatch back to the Break-water."

The man on the lookout mentioned by the mate is an Australian, and is known by his messmates as "Peter." He declines to be interviewed, but when asked if he knew who was to blame, he answered: "Yes; it will all come out at the right time."

It is stated upon the authority of one of the crew of the Lady Octavia that the hitherto unknown bark, which took away four of the passengers and two of the crew of the Champion, was the British bark Petit Codiac, bound from Sharpness to Philadelphia.

Statements from the Rescued.

Moses Pinckney, a colored waiter, said he was in bed, and there was not much of a shock aft. He got a life preserver. When he rushed on deck the other ship was half through the Champion's bows. The Champion sank in three minutes. He swam half an hour, and was picked up by the Lady Octavia's small boat, "I saw the Captain run through the cabin

waking up the passengers," said Pinckney, 'At this time Dandy, his little dog, was at his "At this time Pandy, his little dog, was at his heels barking with all his might. There was a terrible greating. The water was driving the air up through the ship. Afterward I saw the fire rusning out of the top of the smokestacks in streams. When the Captain woke up the passengers I saw one lady come to the door of her room. She put her hands no to her face like this tookering his face with his hands land turned and ran back again. I think the halles took too long a time to dress themselves. The Captain shouted to them to get their life preservers and go up on deck. After that he ran up to where the life preservers were and threw alt of them down. When I and a sailer cut the lifeboat from the davits the ship was slanting about this way (holding a sheet of paper nearly at an ancie of 45 degrees). We ought it would fail and rest on the stanchions, but it broke them down and shot away down the port gangway. It filled up the gangway like a cork in a bettle, and as it went down it carried all before it. The last I saw of Mr. Leonard was when he went forward down the port gangway to find out for the Captain how high the water had got. This was just before the boat broke away, and I think very likely that Mr. Leonard was crushed by the boat, or else had to jump into the water to get out of its way. It might have shoved him down into the water that had come up over the bow." beels barking with all his might. There was a

bow. Behard Owings, a deck boy, says he was asbeep in the forecastle when the Lady Octavia's low crasticd in through three bunks in which three men were sleeping right abaft the cathesis. All the men got out. They were Thompson McMann, and a German named Charley. The German was buried in the wresk of timber. He screamed.

"Oh, Ged! take me out. Take the wood off. I'm not hurted."

on his head, and the Captain's back was hurt severely.

E. O. Stiles, the carpenter, who was lost, was an uncle of Mrs. Reeve. He lived in Orange, N. J., and had been several years on the Champion. On Thursday he eame to New York, expecting to return home that evening, for the ship was not to sail until Saturday. But the orders came to sail that day, and he never saw his wife or home again.

What Delayed the Champion.

Mr. Charles T. James, a young man who went to see his friend Joseph Mitchell sail, says: I went down to the Champion to see Mitchell off. We got there a little after 2, as the Champion was to sail at 3. A few minutes before 3, and just as I was about to leave the Champion. the boat of the Stonington Line, in the same the beat of the Stonington Line, in the same pier, bound out for that day, started. She made a great swell. The swell was so strong, the departing beat being so much greater than the Champion, that the swell had a pronounced effect on the Scathern steamer. The Champion swayed and moved so far from the dock as to loose the gang plank. The plank drifted under the whied, and some minutes pussed before it became apparent to the officers of the Champion that the plank was hard to recover.

of the Chambion that the piank was hard to recover.

Meanwhile Capt, Lockwood grow impatient
at the delay. He said he would have trouble if
he did not pass a certain light before 12
o'clock. I forget now what light it was.
Finally, after an hour had based, the
Capadin decided to sail with the visitors,
of whom there were nearly forty on board.
The plank somehow got inside the wheel and
stuck there, and it required about thirty men to
lift it. After they did get it out from the wheel
over haif an hour was wasted in landing it. It
fell four times, throwing some of the men into
the water. While these efforts were being made
an old white-haired sailor standing alongside
of me said to me: That's a bad omen, my boy:
I never seed nothing like that that turned out
good. I'm foured there's trouble ahead.

"It was actually twenty minutes to five before
the gang plank was put in position, and we visitors were allowed to get off. The delay caused
by the gang plank no doubt led to the accident."

The Champion was a schooner-rigged side-wheel steamship. She was bunt by Harian & Holinworth, at Wilmington, Del., in 1859, for Commodore Vanderbilt. He intended to put her in the carrying trade along the Pacific coast, to connect with the railroad at the lethmus of Panama. On the way there she ran on the rocks in the Straits of Magelian. Soft the rocks were put on the hole made by the acci-dent, and she returned to Rio and was repaired. On arriving at New York she was chartered by the United States War Department as a trans-port vessel to Port Royal and James River. Alterward she was sold to the Panama Steamsain Company. Twelve years ago that company sold her to the New York and Charleston Steam-ship Company, and she had been on this line ship Company, and she had been on this line ever since. Her hull was of iron, and her deals and upper works were of wood. She was 1.418 tons burden and was rated Al.5. She had five life bonts, all of metal lashed on the upper deck. They could be swung from the daylis in a few minutes. The inspectors reported that the boats had life lines and a sufficient number of oars. One rait was also lashed on the upper deck. One hundred and sixty-three cork life preservers were kept under the berths.

The Lady Octavia.

The Lady Octavia was an iron ship-one of the first that was built of iron. It is said that she has heavier plates than the law now requires. She was built in 1854 at Workington England. Her owners are G. Adams & Co. of England. Her owners are G. Adams & Co. of Greenock, Scotland. She registers 1,172 tons new measurement. She is 200 feet in length, 22 feet in depth, and 36 feet breadth of beam, On Sept. I she sailed from Rio Janeiro in bal-last for Delaware Breakwater, for orders. She anchored off Lewes, and remained inside the breakwater until Thursday, when she proceed-ed to sea, bound for New York. She was con-signed to Ira Olds & Co., of 17 Broadway. Capt. James Johnston had command.

WHALERS LOST AT SEA.

Fifteen of the Crew of the Petrel Lost-The

The Austrian bark Rebus, which arrived at this port yesterday afternoon, brought six castaways taken from the wrecked whaling schooner Petrel. Capt. Ivancich of the Rebus reports that on Nov. 3, when thirty-four days out of Trieste, he sighted the bull of a dismantled vessel. He was then in latitude 39 degrees north and about 66 degrees west longitude. He bore down toward the wreck and descried the six persons clinging to the wreck. A fleree northerly rale was blowing, and the sea was running strong. The signals of distress from northerly gale was blowing, and the sen was running strong. The signals of distress from the wreck were answered by lowering a beat. With great difficulty the rescue was made. The air was very cold, and from exposure to it and the water the survivors were tenery dead. The sived persons were Pertuguese and whaters who had taken passage in the Petral to return to their houses on the Azeres, Madeira, and Conary Islands. The schooler sailed from Newtourport, Mass. Oct. 25 for a whating cruise in the north real Azeres, Madeira and Conary Islands. The schooler sailed from Newtourport, Mass. Oct. 25 for a whating cruise in the north real Azeres, Madeira and Conary Islands. The school and on beard twenty-one souls. Three days after see sailed single-counter deterribe aerisers represented that the sailed souls and radior. On the 25th of October she represented and fifteen persons, incoming Carly, tweether France, but owner and master, were last, for four days the six survivors charten. The Belies arrived and archerol at Quarantine has evening.

It was reported yesterday that another and well-known wholling schooler, the Florence, had been lost. She was one employed by Capt. If, H. Howstard of the Signal Service Ingreun in his polar investigations. She is said to have been lost in Camberland Struts, to the east of finison's flay, thering a gale she parted berance of any and was driven ashore. No lives are reported but, After madeignous considerable manufity, and dwar from parts of the week.

THE VERY CLOSE ELECTION.

Mr. Cornell and Mr. Seymour Alone of the Candidates Known to Have Been Chesen.

Although THE SUN has received accurate figures of the result in simost all of the counties in the State, there remain a few on which it is necessary to make estimates of the results o Tuesday's election. From answers made to telegrams sent out resterday, it would seem that the vote in a large number of towns has not been reported, and it is plain that they will not be until taken to the county seat for canvassing by the Super-visors. Mr. Cornell's plurality is, however, pretty sure to be not far from 37,000, and Mr.

pretty sure to be not far from 37,000, and Mr. Relly's vote in the State bids fair to mount up to 70,000.

The SUN's returns give Mr. Potter (Dem.) a majority of about 2,000. Mr. Horatio Seymour, Jr., (Dem.), has nearly 10,000 majority. It is probable that Mr. Walsworth (Rep.) for Comptroller and Mr. Ward (Rep.) for Comptroller and Mr. Ward (Rep.), for Secretary of State, runs very close to Mr. Beach, with chances in favor of being elected. Between Mr. Wendell (Rep.), for Treasurer, and Mr. Mackin the race is very close.

There has been a rushing of Republican poli-

closs.

There has been a rushing of Republican politicians of the State for this city, and there were lively scenes yesterday in the rooms of the Republican State Committee in the Fifth Avenue Hotel. Telegrams were fiving to every part of the State, and bensts were loudly made that the Republican candidates had ocen elected. Visitors were reminded of the scenes following the election of 1876 and the scheming to count out the Democratic candidate. Their figures gave Mr. Hoskins 2.296 majority, Mr. Wadsworth 7.000, Mr. Ward 6.000, Mr. Carr 5.009, Mr. Wendell 4.000. The deleat of Soule was admitted.

ALBANY, Nov. 8.—Owing to the belief here among some Democrats that the delay in counting the election returns in various western counties of the State is simply for the purpose of "dectoring" the returns to elect Roubblicans, most of the Democratic State nominees, have, it is understood, joined in a despatch to personal friends in each country, asking their personal attendance at the counting of the vote by the Board of Supervisors of the counties. The gentlemen addressed are among the mest distinguished Democrats in the State. Among them are Dewitt C. West, Judge Henderson of Cheutsuqua, David Gray of Buffato, Senator Raines of Rochester, E. M. Holbrock of Ogdensburg, and Stephen P. Arnott of Cheuting It is believed by the State officials that the supervision of such gentlemen as these may prevent any miscounting.

and the second of the present second of the State of the present second of the State of the Superintendent of the Onondara Salt Springs at \$2,800 a year, a new appointment having been made recently in place of Powell, removed, subject to approval of the Senate.

A GREAT PRAUD EXPOSED.

Arrest of the Conductors of the Fraudulent Denver Land Company.

DENVER, Col., Nov. 8 .- Sidney A. Grant of Sincinnati and A. F. Wilson were arrested today for conducting a fraudulent scheme through the mails, under the name of the "Denver Land Company." They were taken Denver Land Company." They were taken before a United States Commissioner and committed. Having waived in examination, and having as yet given no bonds, they will probably go to pail. The swindle was planned in Cincinnat. Successfully successfully and to pail. The swindle was planned in Cincinnat. Successfully successfully successfully and to pail. The swindle was planned in Cincinnat. Successfully succes

A LARGE CATTLE PEN BURNED.

Nine Hundred and Thirty Rend of Beef Cat-

tle Rousted Alive.

Cincinnati, Nov. 8.—A large cattle pen attached to the distillery of Perm. Galf & Co., caught fire or was set on fire at 7:30 this even-ion, and 930 head of cattle were rousted alive. The stock belonged pointly to the firm of Fort, Sadler & Co. and the firm of Perin. from of Fort, Sadier & Co. and the firm of Perin, I Gaif & Co. The loss will amount to finit \$55,000, which is fully covered by insurance. The pen was one of the largest single buildings of its kind in the West, and was district into two compartments, separated by a solid wall of reasonry. The fire originated in the north west and of the full integrand in this part of their best cattle were stated. All regarded serve there, In the apposite ental too building, and such of the brisk wall were shown in the sum of the brisk wall were shown in the sum of the brisk wall were shown. ento these. In the operate end of the building man, south of the bring wall ware seen in the control of the bring wall was seen as the control of the seen of the The End of the Newark Walking Match.

Over 3,000 persons witnessed the finish of the Jeweiry Latchins used, 819 Broaders, corner 12188.

New York. Price list soft free. He has no accurated and the Carlon of the Ca

NOVEL SUIT FOR DAMAGES.

A PRIEST SUED FOR BREAKING UP A LIVERYMAN'S BUSINESS.

Forbidding bis Flock to Patronize Him Under Pain of Excommunication-Trouble that Arose from an Apostate Priest's Viets.

SPRINGPIELD, Mass., Nov. 8 .- A novel case. continued from the March term, is before the Superior Court in this city. It is a suit for \$10,000 damages, brought by Joseph Parker of Holyoke against Father Andre B. Dufresne, the French Catholic priest of that city. Parker kept a livery stable in 1876, and accuses the priest, whose parishioner he was, with breaking up his business by maliciously telling his flock that they must not patronize him, and forcing them to obey his command by threats of excommunication, purgatory, and other dire The trouble began by the appearance at Bol-

yoke of an apostate Catholic priest from Canada, named Chiniquy, who went from one Protestant church to another preaching against the Catholics in the most violent manner. In one of his talks he is said to have taken a piece of wafer, such as is used by the Roman Catholies in the Eucharist, threw it on the floor, and, grinding it under his foot, said: "They tell you there is a God in this wafer. If there is, lot him come out." Such heretical teachings naturally incensed Father Dufresne, and he warned his people against attending any of Chiniquy's meetings, saying that there was a Church decree against it, and uppleasant consequences might result. Some of the people, however, among some Democrate that the delay in count countries of the State is shiply for the purchase of "doctoring" the returns to cited Rombilscans, most of the Democrate's State countries. The scription of the countries of the Democrate State countries of the Democrate State countries and the state of the Countries. The scription of designate to personal rivolves of the countries. The scription and vivors of the countries. The scription of the following state of the scription of the scription of the countries of the cou overcome by curiosity, braved the priest's wrath, and were numbered on several occasions among the spostate's listeners. Parker

any way give support to the business of such a member.

The case is adjourned until Monday moraing, when the jury will be charged. Much by creat is fell in the final decision, as the ense in vives the relation of the civil law to actual or alleged rights of sectionsifical discipling in a measure to questions of conscience, and more especially to the immense newer of the Roman Catholic pricethood. At the hearing before the Morah term the Judge was inclined in believe that the evidence showed that the priest only entire the customers away, which, it no base or showed that the priest only entire the customers away, which, it no base or showed that the priest only entire the desired to instruct the jury to find be the defendant, and lat the case go to the Suprame Caurt. The plaintiffs lawyer considered their case strong enough for a trial, however.

Dr. Biche's Arrest.

Dr. Charles Biche, a surgeon attached to the Or. Charles Biche, a surgeon attached to the Charly Hespital on Blackwell's Island, as his wife, Valentina Biche, were arrested hast night at Farty-first street and Eighth avenue, by Policeman Finnery, for disorderly conduct, a great throng followed the prisoners, both well-dressed persons, to the station. Finnerty said: "At

When the train on the cast side elevated rail-

was, which started from the Battery at 0.22 yearen by allermon, stopped at the Eighteenth street station, the engineer started again before all the passengeraintie rear car has cot off. The brakeman belonging to that a pulled the bold rope storolog the train a wood time so to allow the brains. It has a to a sai. It is the source to be a source to the source of the source of

WARRINGTON, Nov. 8. - A curtor that Senator

The Vale-Harvard I outball Contest. NEW HAVEN, Nov. 8.—Ina Yale and Harvard feetbal context at harrison Park beday, resulted in a tic, ster a holy-context game—one of the Enestover payed in this context.

The Signal Office Prediction. Warmer, southeast to southwest winds, fails ag barometer, and no reasons conditions, with rain.

American "Star" Soft Capsules. Bine wrapper. Rest. Avoid interior capsules offered.

-4/s.

Sales-296.000 copies of Uncie Tom's Cabibottles of Dr. Buil's Cough byran.